

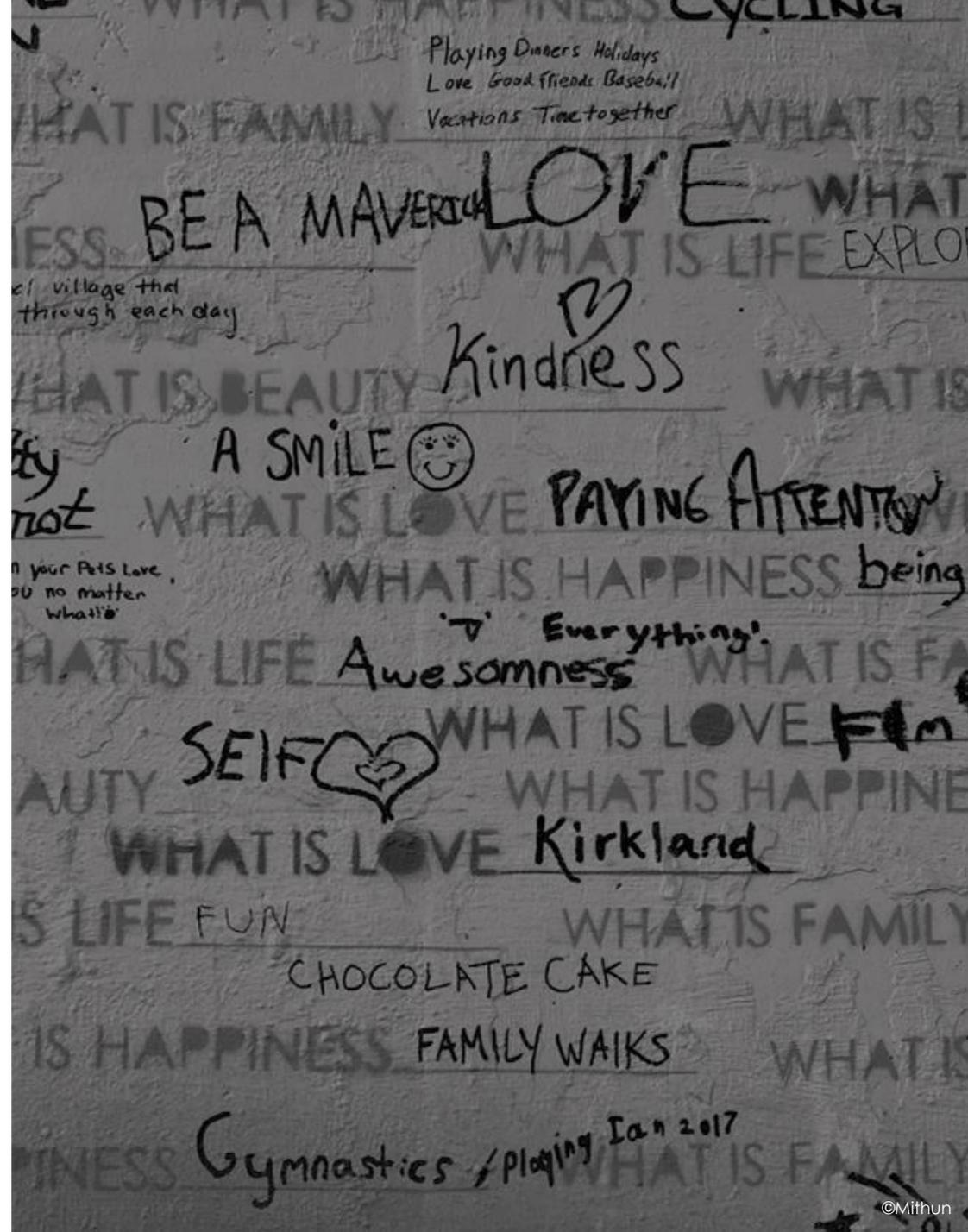
# Setting Priorities Together— Fiscal Impact & Community Benefit Study

NE 85<sup>th</sup> Station Area Plan  
Planning Commission Study Session

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City of Kirkland  
Mithun

10 June 2021



# Today's Study Session—

## Purpose

Kick-off the Fiscal Impacts & Community Benefits Study and provide feedback and recommendations on the staff-recommended June Alternatives for Study. The City Council will decide on the June Alternatives at their June 15 meeting.

## Agenda

10 min Project Status & Comments

5 min Fiscal Impact & Community Benefit Study Approach

10 min June Alternatives for Study

Questions & Discussion

# Project Status & Comments—

# Project Objective

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline Stride BRT station regional transit investment

Maximize transit-oriented development and create the most:

- **Opportunity** for an inclusive, diverse, and welcoming community
- **Value** for the City of Kirkland
- **Community benefits** including affordable housing
- **Quality of life** for people who live, work, and visit Kirkland



# Concepts & Growth Framework

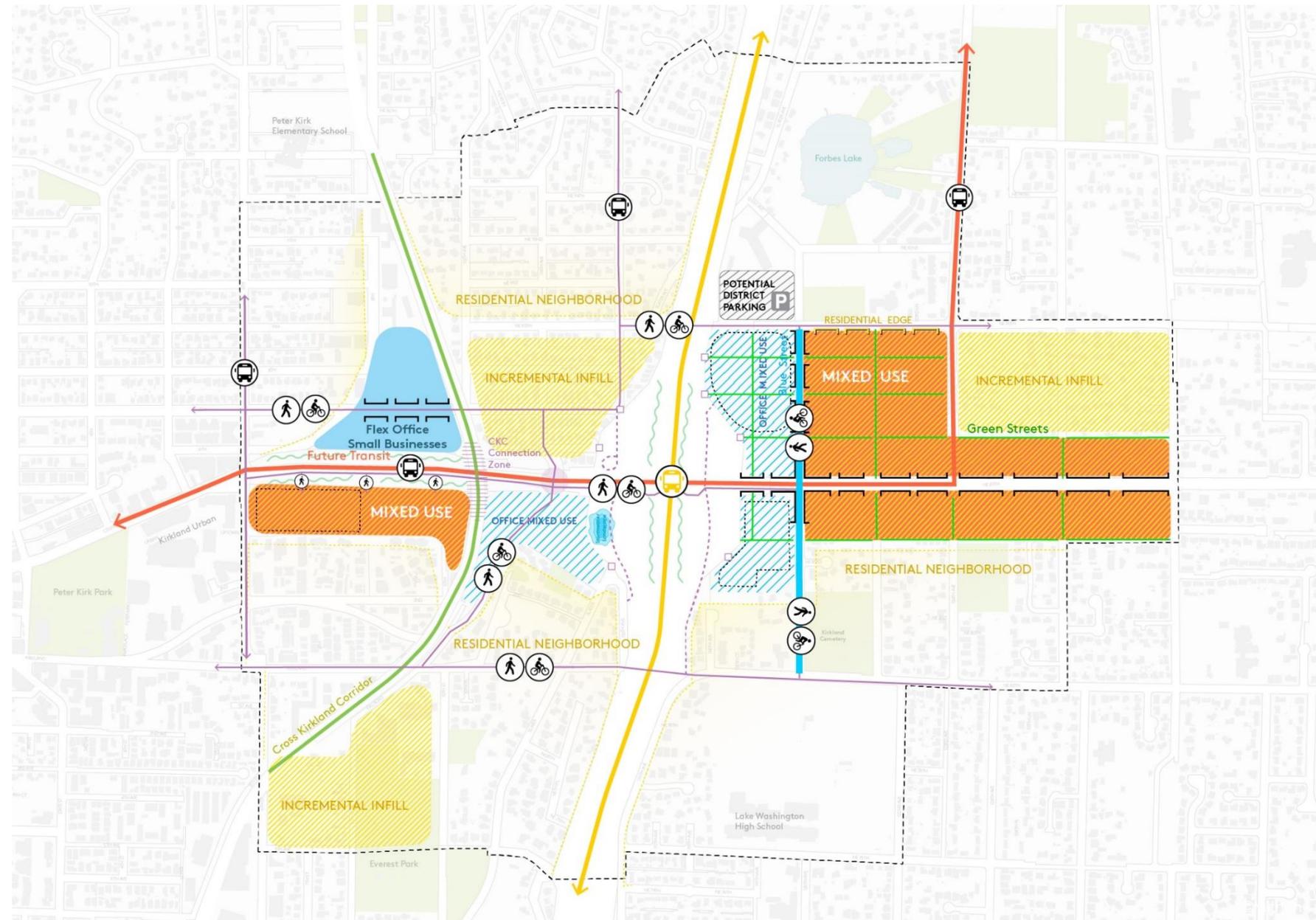
**Sets Areas of Change: NE 85<sup>th</sup>,  
Norkirk, CKC corridor**  
(builds off Comprehensive Plan)

**Assumes future BRT Station &  
Interchange improvements**

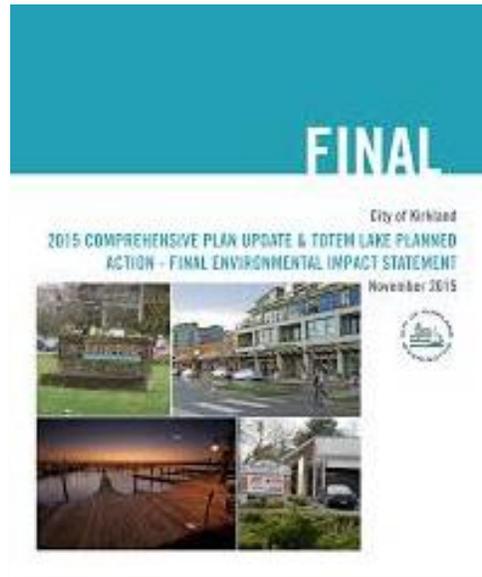
**Includes initial Bike/Ped  
Improvements**  
(builds off Active Transportation Plan)

**Environmental goals**  
(builds off Sustainability Plan)

**Assumes public services required  
to support new development**

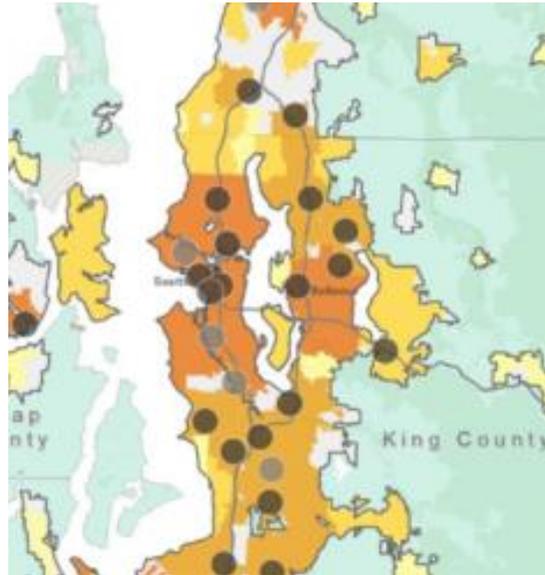


# DSEIS Alternatives Development



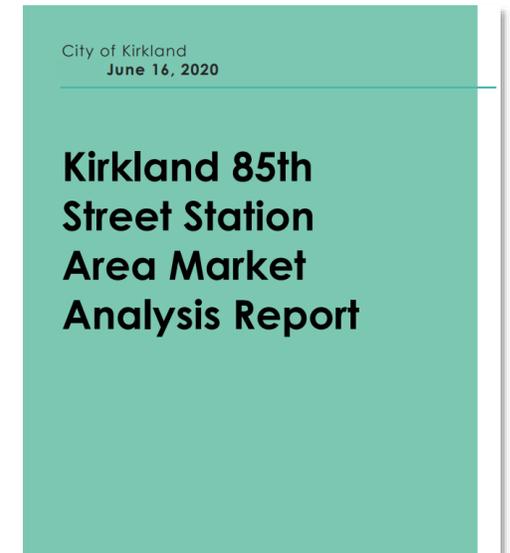
## Built on Comprehensive Plan & Neighborhood Plan Goals

- Balance of Jobs/Housing Growth
- Citywide Growth Targets



## Evaluated Growth Projections & Lessons Learned from Peer Communities

- Observed Growth Trends Near Transit
- Average Growth Projected in Similar Communities



## Analyzed Market Conditions & Development Capacity over 10-15 year horizon

- Market Trends
- Market-tested Development Capacity

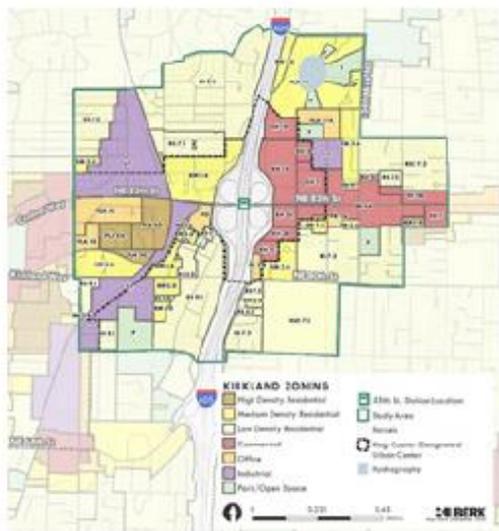
### 3 DSEIS Alternatives were studied

based on public, Planning Commission, and City Council input...

to guide growth around the new bus rapid transit station over the next 15-20 years

#### ALTERNATIVE 1 *No Action*

Makes no planning changes to accommodate projected growth.



#### ALTERNATIVE 2 *Guiding Transit-Oriented Growth*

Allows moderate growth around transit to support benefits like affordable housing and quality of life.



#### ALTERNATIVE 3 *Transit-Oriented Hub*

Allows the most growth to maximize transit-oriented development and affordable housing.

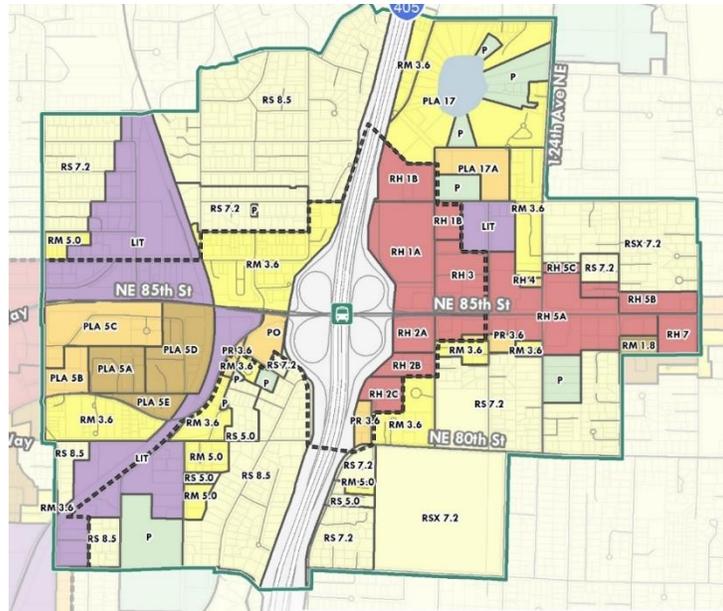


# 3 DSEIS Alternatives Summary

## ALTERNATIVE 1

### No Action

Reflects **existing zoning and current plans**. It makes no planning changes to accommodate projected growth.



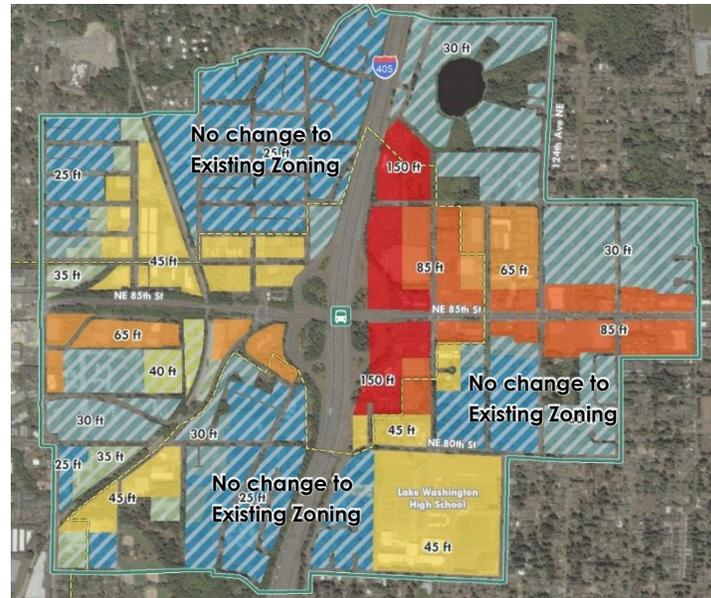
Max Allowable Heights: **67'**  
Typical Allowable Heights: **30-35'**

Total Households: **2,782**  
Total Jobs: **10,859**

## ALTERNATIVE 2

### Guiding Transit-Oriented Growth

Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill**.



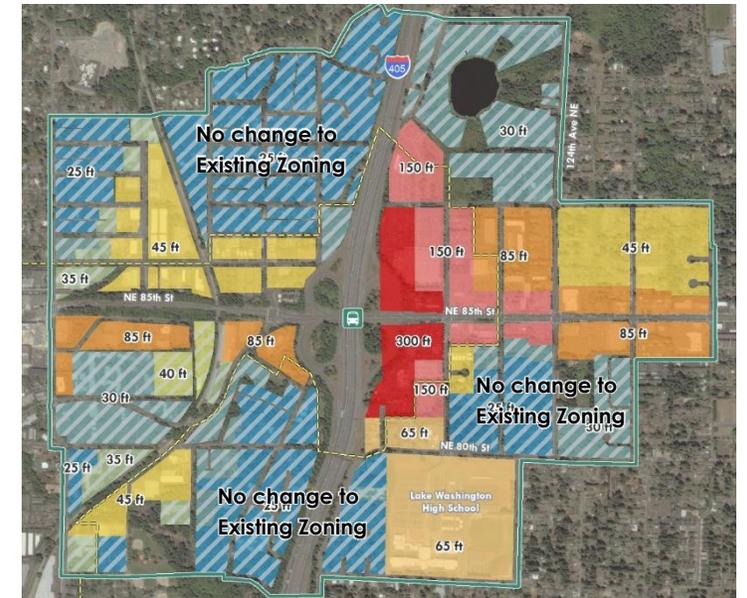
Max Allowable Heights: **150'**  
Typical Allowable Heights: **55-85'**

Total Households: **8,509**  
Total Jobs: **28,688**

## ALTERNATIVE 3

### Transit-Oriented Hub

Allows **most growth** to support transit-oriented development, primarily **focused on existing commercial areas such as Rose Hill**.



Max Allowable Heights: **300'**  
Typical Allowable Heights: **85-150'**

Total Households: **10,909**  
Total Jobs: **34,988**

# Comment Summary

DSEIS Comment Period: January 5 – February 19, 2021

## We heard from over 600 stakeholders of all ages who live and work here!

Engagement Opportunity	# of Participants	Audience
Real-time online open house	140	Public*
Online survey	408	Public*
Written comment	114	Public*
Service provider work group	4 service providers	People with low incomes or experiencing homelessness
Meetings-in-a-Box	26	People with low incomes or experiencing homelessness
Student project at LWHS	41	Youth
Presentations at Virtual Community Org Meetings	10 meetings	Neighborhood & Business Associations

\*included outreach via multifamily housing buildings, ethnic groceries, Chinese-language materials and messaging via the Chinese Information Service Center, senior housing facilities, unions, community groups and organizations, service providers, and Lake Washington High School

**柯克兰 (Kirkland) NE 85th Street 车站区域计划 备选方案**

柯克兰市正在制定一个车站区域计划，该计划将指导设立在 NE 85th Street 交汇处的全新快速公交站之未来 15-20 年的发展。

有想法或意见？诚邀各位在 2021 年 2 月 19 日前发表公众意见。

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 寄件人: Allison Zike  
 City of Kirkland Planning  
 123 5th Avenue  
 Kirkland, WA 98033  
 网站: <https://KirklandWA.gov/StationAreaPlan>  
 如果您想要在口译员的帮助下与柯克兰市相关人员会面以讨论此项目，请发送电子邮件至 [Azike@kirklandwa.gov](mailto:Azike@kirklandwa.gov) 或拨打电话 425-587-3259 联系 Allison Zike。  
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**车站区域计划愿景**  
 NE 85th Street 车站区域支持公共交通发展，为所有人创造机会并能够反映出柯克兰之独特身份的社区门户。

**计划时间表**

愿景和概念 (2020 年春天 已完成) → 备选方案 (2021 年冬天 进行中) → 草案 (2021 年春天) → 最终方案 (2021 年夏天)

**三个备选方案**  
 柯克兰市通过社区意见和分析，为车站区域制定了三个备选方案。草案补充环境影响声明 (Draft SEIS) 对每个备选方案进行了研究，您可于 (下方) 项目网站查看。了解备选方案还可参见版页。

**按备选方案划分的潜在发展**

方案	现有	2035 年可开发新建筑	2035 年可开发工作物空间
备选方案 1 (不采取行动)	~10,000	~10,000	~10,000
备选方案 2 (引导公共交通导向式发展)	~10,000	~20,000	~20,000
备选方案 3 (公共交通导向式枢纽)	~10,000	~30,000	~30,000

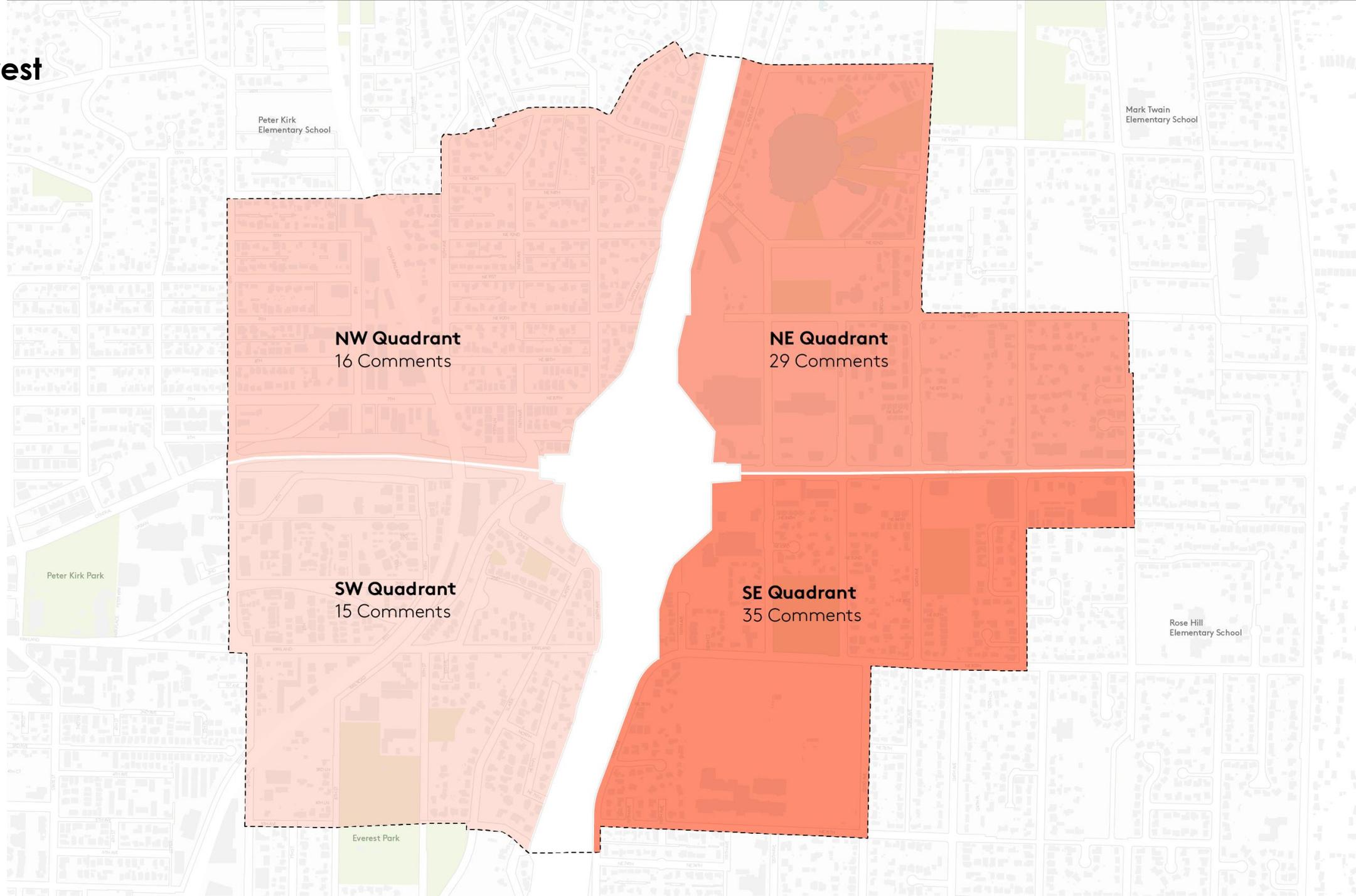
造访 <https://KirklandWA.gov/StationAreaPlan> 了解更多详情

# NE 85th Street Station Area Plan

## Which alternative is best?

Online workshop January 7 from 6-8 pm.  
 Submit comments January 5 - February 5.  
 More info: [kirklandwa.gov/stationareaplan](https://kirklandwa.gov/stationareaplan)

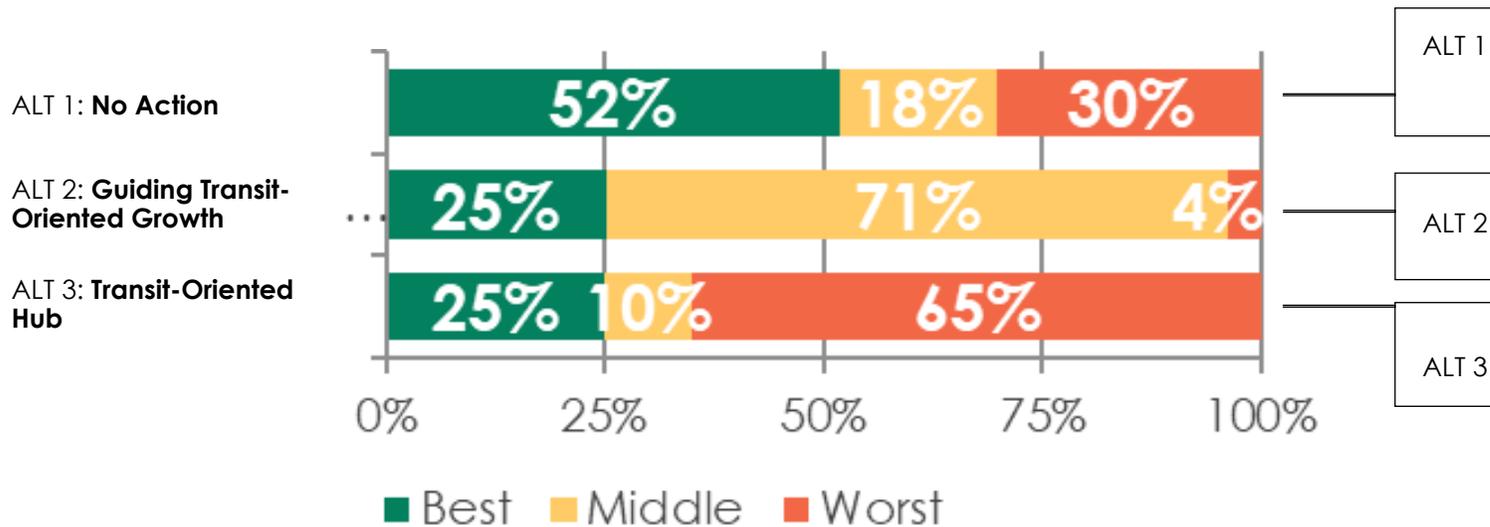
# Areas of Interest



## Survey Responses: DSEIS Alternatives Ranking

**“Rank the alternatives based on how well they promote the project vision of Livability, Sustainability and Equity from best to worst.”**

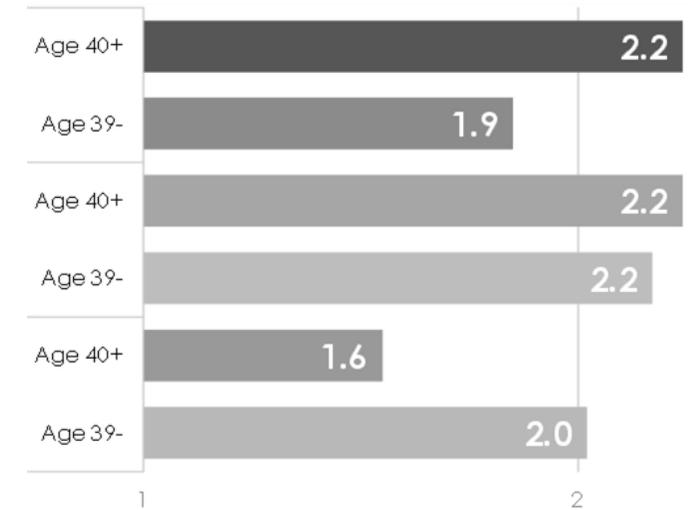
All Respondents Ranking



• 326 responses, All Respondents

Weighted Average Ranking by Age Group

Higher rankings are more favorable



3 points for each "Best" ranking  
 2 points for each "Middle" ranking  
 1 point for each "Worst" ranking

- 66 Responses from Participants Ages 39 and below
- 208 Responses from Participants Ages 40 and above

# Themes of all input received

## Community

importance of **more affordable and diverse housing opportunities**  
pride in Kirkland's **communities, residents, and character**  
interest in **equity and support for all Kirkland residents**  
impacts of growth on **schools**

## Development

Concerns regarding **funding** for additional infrastructure, services, schools  
desire to **focus density around transit**  
strong support for designing **compatible transitions** to adjacent neighborhoods  
questions around the appropriate **balance of housing with a range of jobs**  
preferences for **heights at lower levels**

## Environment

concern about **climate change**  
strong support for **open space, parks, and trees**  
desire to **balance new development and required infrastructure** and services

## Mobility

strong support for **bike, and pedestrian** facilities with safety considerations  
strong support for **better transit and mobility connections** with the new BRT, to downtown Kirkland, and to Houghton P&R  
concerns about **traffic impacts**

## Sample Comments

*Is this **burden to build this infrastructure** going to be placed on the current tax payers of Kirkland?*

*...**further identify and quantify additional mitigation projects and/or Transportation Demand Management strategies** that could be implemented to address these adverse impacts under Alternatives 2 and 3.*

*"**You need to make sure there are enough schools** that these children living in this proposed development can go to and that there will be public bus routes to before and after school."*

# May 26th City Council Listening Session

- Additional City Council Listening Session held on May 26
- Recording available at:  
<https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/NE-85th-Street-Station-Area-Plan>



# Fiscal Impact & Community Benefits Study Approach—

## Setting Priorities Together

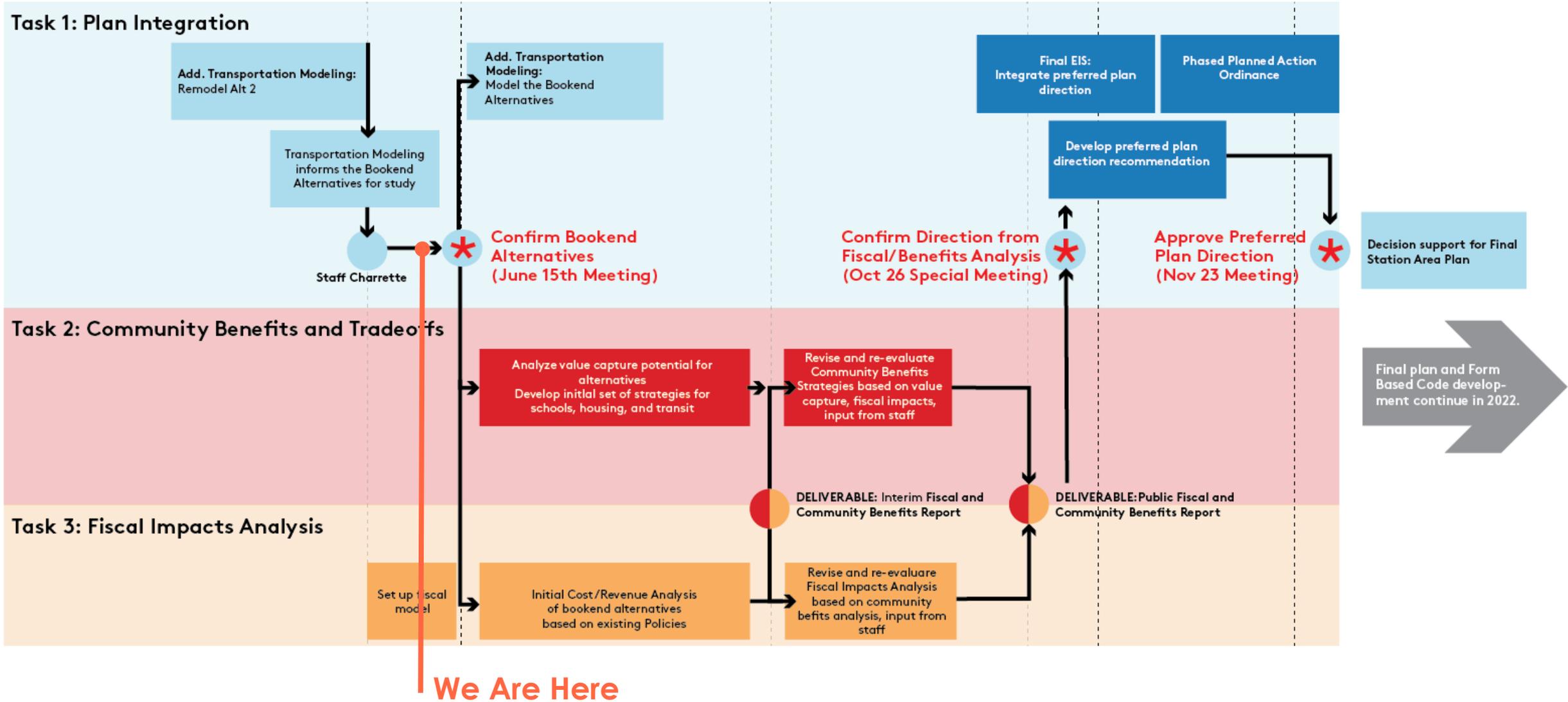
The Community Benefits and Fiscal Impacts Study will help us set priorities together – and take a practical approach to maximizing community benefits and the regional transit investment in the Bus Rapid Transit station for years to come. The Study will help set a preferred direction for the Station Area Plan.

## Study Approach

The Study is designed to help understand real-world implications of the options being considered: both fiscal impacts and likely community benefits that could result from growth. It has two parallel tracks:

- Community Benefits & Tradeoffs Strategies
- Fiscal Impacts Analysis

# Fiscal Impacts & Community Benefits Study Process



# Recommended June Alternatives for Study—

# Goals for June Alternatives to Study

## 1. Prioritize changes that create real value to the community

- Focus on a transit-connected district that maximizes the regional Sound Transit investment in BRT
- Maximize affordable housing and economic development potential

## 2. Promote enhanced connections and multiple ways to get around

- Improve the function of NE 85<sup>th</sup> as an urban, multi-modal corridor
- Create a low-stress priority bike & pedestrian network that serves the full area
- Transit should operate effectively along NE 85<sup>th</sup> and other streets

## 3. Support community character

- Include height transitions to existing residential areas
- Minimize significant changes to character outside of the proposed growth corridors (ex. with transportation improvements)
- Remove environmentally critical areas from growth framework
- Consider phasing and growth over time

# June Alternatives & Major Changes from DSEIS

- **Remove DSEIS Alternative 3** levels of growth from further consideration
- Use a **revised version of DSEIS Alternative 1** as the lower limit of growth to be studied (June Alternative B: Current Trends)
- Use a **reduced version of DSEIS Alternative 2** as the upper limit of growth to be studied (June Alternative B: Transit Connected Growth)

Alternative	Total Future Households	Total Future Employment
DSEIS No-Action Alternative	2,782	10,859
<b>June Alternative A: Current Trends</b>	<b>3,669</b>	<b>11,821</b>
<b>June Alternative B: Transit Connected Growth</b>	<b>8,003</b>	<b>20,151</b>
DSEIS Alternative 2	8,509	28,688
DSEIS Alternative 3	10,909	34,988

# June Alternative A Current Trends Development Typologies

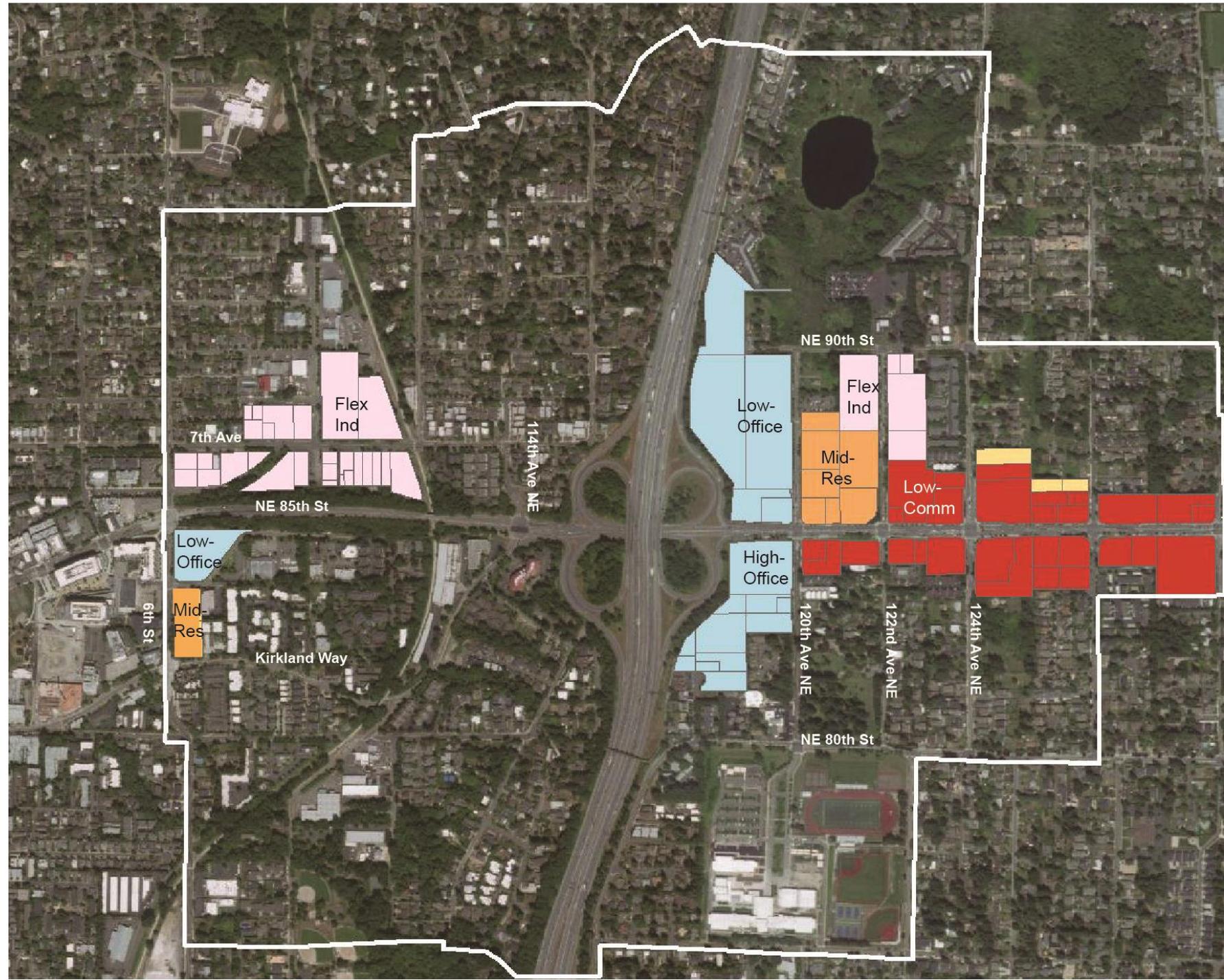
Based on the starting point of  
DSEIS Alternative 1: No Action  
and current zoning

Adjusts growth to reflect recent  
development trends (which  
exceed 2015 Comp Plan  
projections)

Quadrant	Households	Employment
NW	515	1,164
NE	1,844	3,468
SW	710	3,787
SE	600	3,403
<b>Totals</b>	<b>3,669</b>	<b>11,821</b>

- Low-Intensity Residential
- Mid-Intensity Residential
- Low-Intensity Office
- Low-Intensity Commercial
- Urban Flex Industrial

*Note: Areas not highlighted not studied as  
redeveloped.*



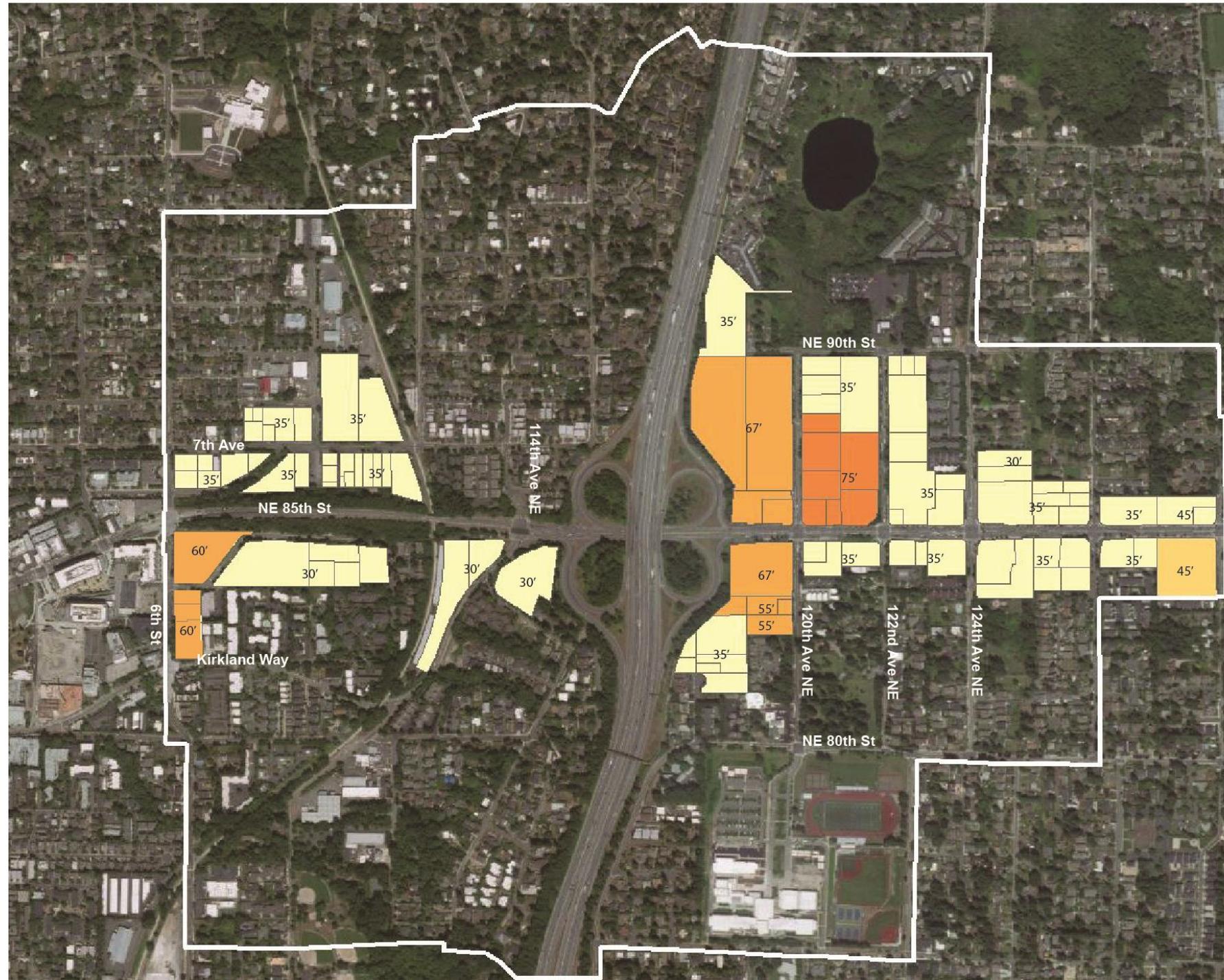
# June Alternative A Current Trends Maximum Allowable Zoning Heights

*Based on the starting point of  
DSEIS Alternative 1: No Action  
and current zoning*

*Adjusts growth to reflect recent  
development trends (which  
exceed 2015 Comp Plan  
projections)*

- up to 35'
- up to 50'
- up to 67'
- up to 75'

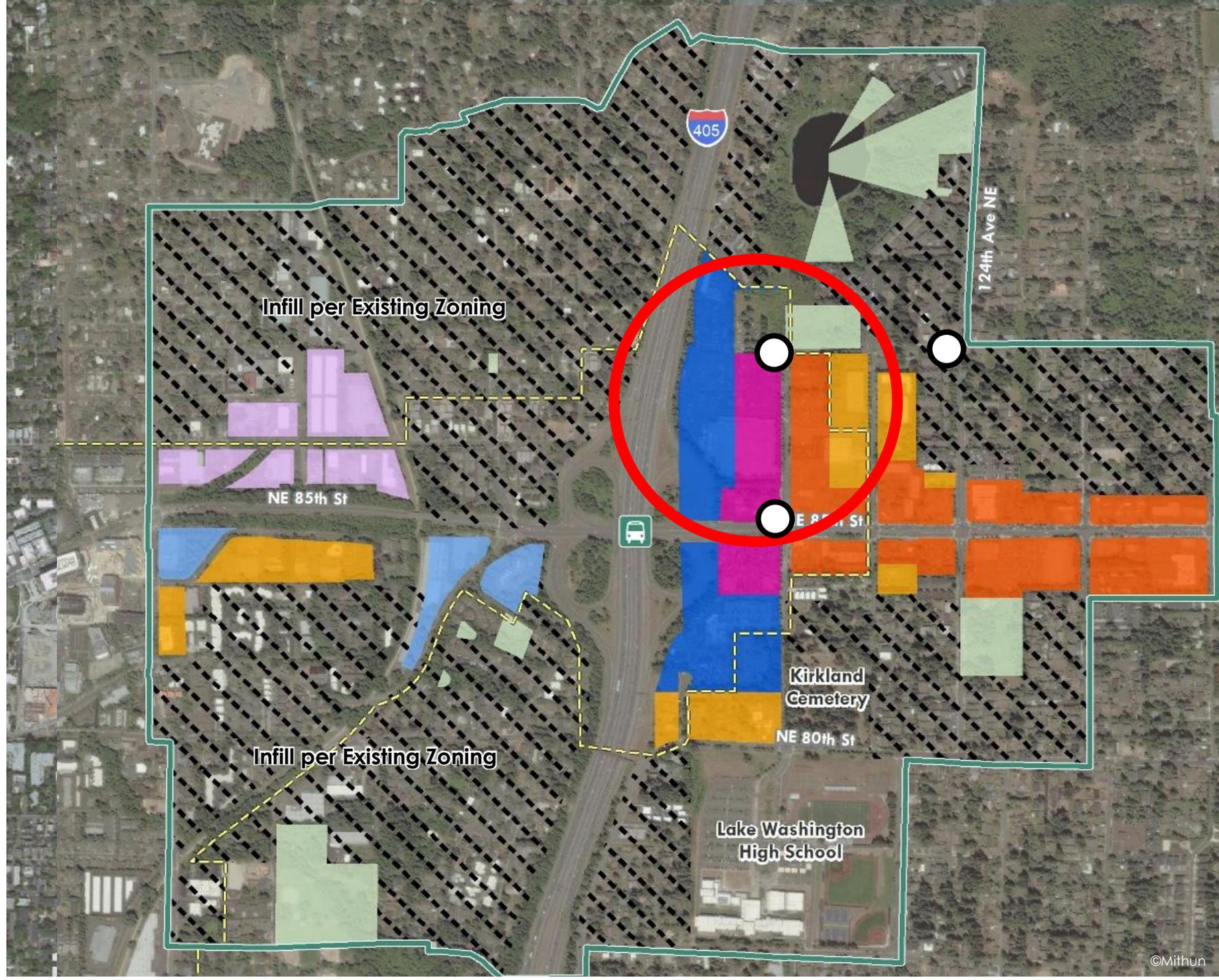
*Note: Areas not highlighted not studied as  
redeveloped.*



# Developing June Alt B: Considerations for DSEIS Alt 2

-  Area contributing to major traffic congestion
-  Intersections affected by major traffic congestion

-  Industrial/Tech
-  Office Mid Intensity
-  Office Mixed Use Mid Intensity
-  Office Low Intensity
-  Residential Mid Intensity
-  Residential Mixed Use Mid Intensity
-  Park/Open Space
-  Infill per Zoning
-  85th St. Station Location
-  Study Area
-  King County-Designated Urban Center



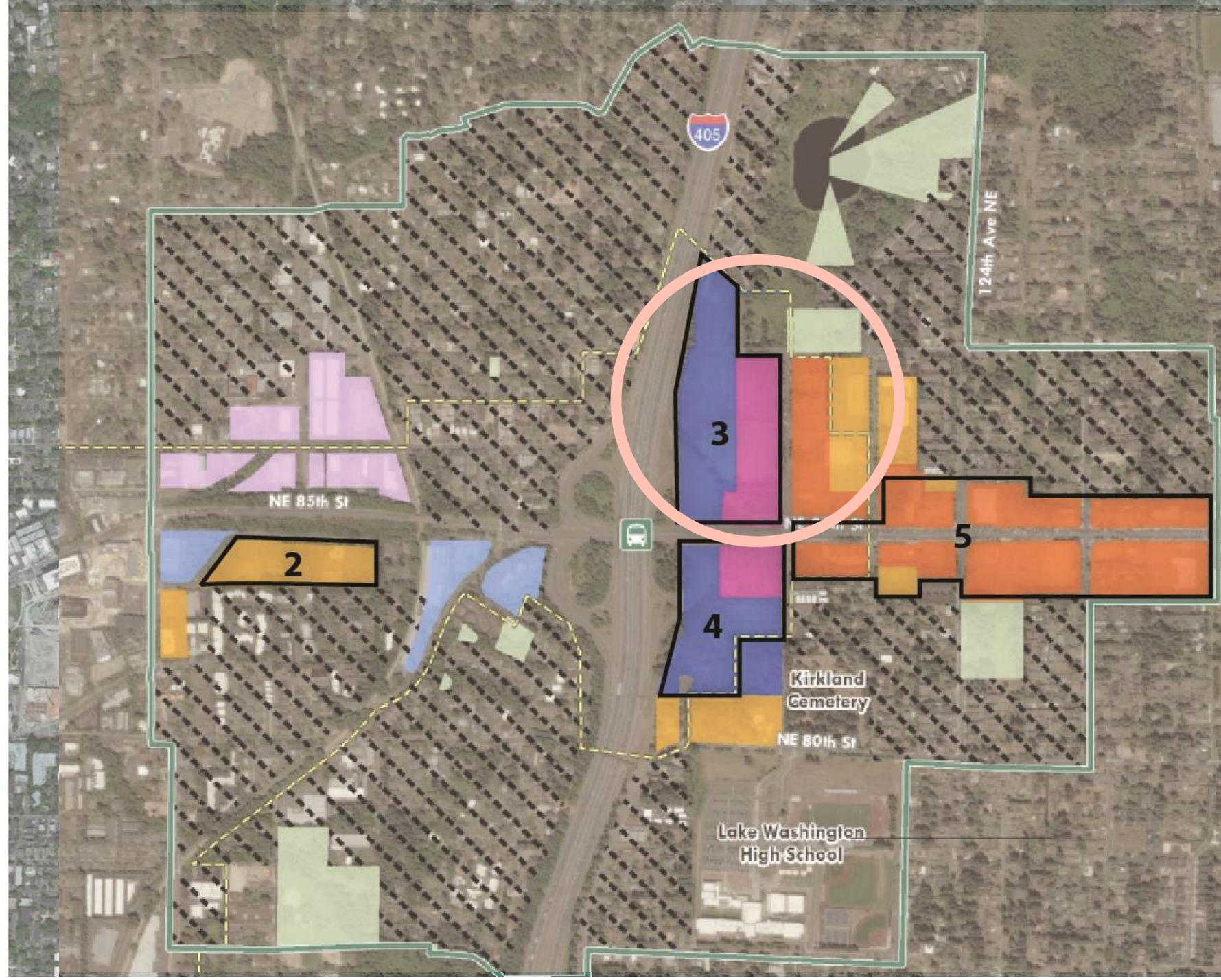
# Developing June Alt B: Changes from DSEIS Alt 2

## Major changes from Alt 2

2. Lower allowable height from 65' to 30'
3. Reduce development capacity within max height of 150'
4. Increase allowable height from 150' to 250'
5. Reduce development capacity within max height of 85'

*\*reduced development capacity reflects changes to development assumptions that affect overall development potential, including transitions to existing residential areas.*

-  Industrial/Tech
-  Office Mid Intensity
-  Office Mixed Use Mid Intensity
-  Office Low Intensity
-  Residential Mid Intensity
-  Residential Mixed Use Mid Intensity
-  Park/Open Space
-  Infill per Zoning
-  85th St. Station Location
-  Study Area
-  King County-Designated Urban Center



# June Alternative B: Transit Connected Growth Development Typologies

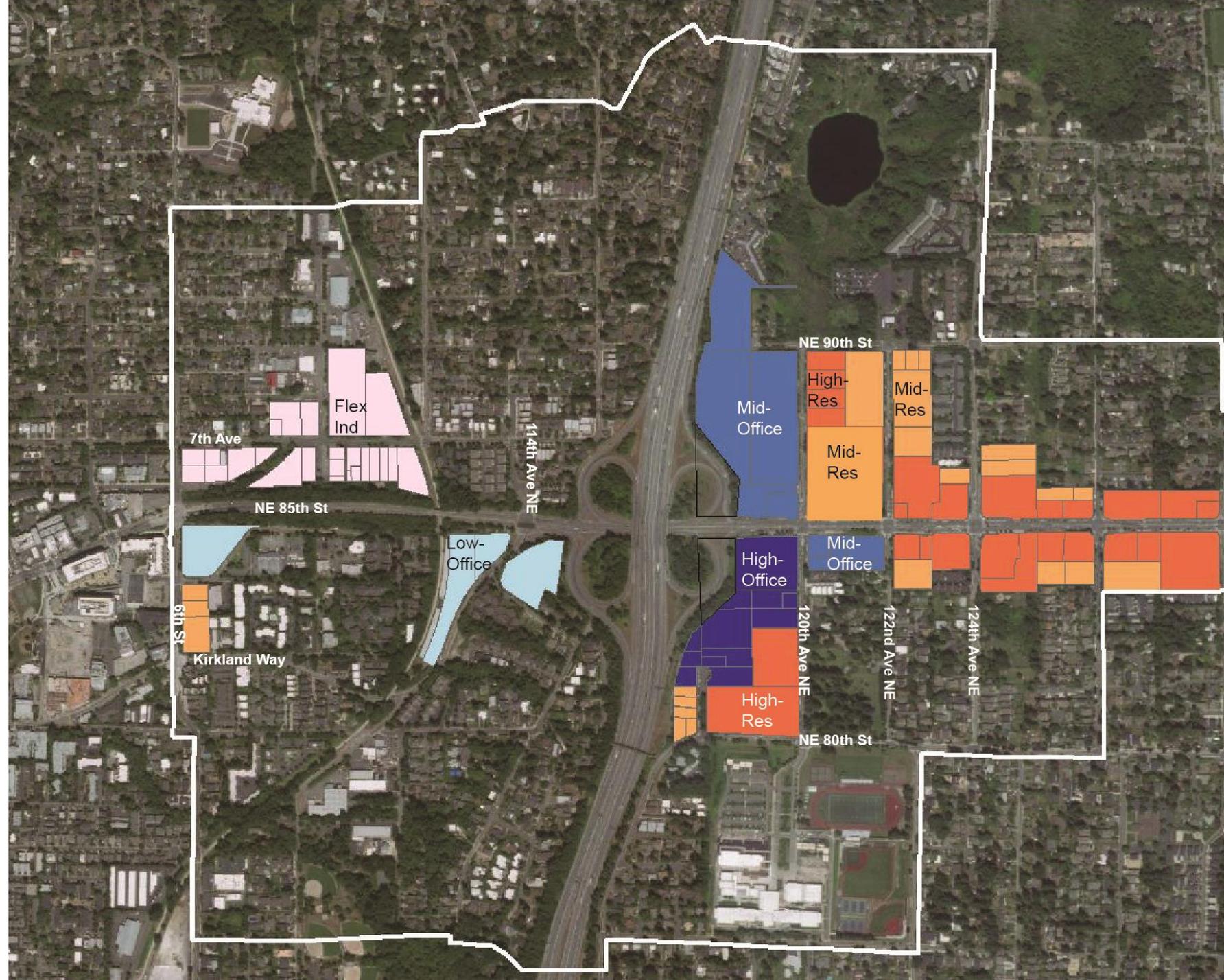
Based on the starting point of  
DSEIS Alternative 2: Guiding  
Transit-Oriented Growth

Lowers overall growth and  
redistributes growth and  
transitions to reflect public  
comment and infrastructure  
needs

Quadrant	Households	Employment
NW	538	1,241
NE	2,915	7,571
SW	710	3,338
SE	3,839	8,001
<b>Totals</b>	<b>8,003</b>	<b>20,151</b>

- Mid-Intensity Residential
- High-Intensity Residential
- Low-Intensity Office
- Mid-Intensity Office
- High-Intensity Office
- Urban Flex Industrial

*Note: Areas not highlighted not studied as  
redeveloped.*



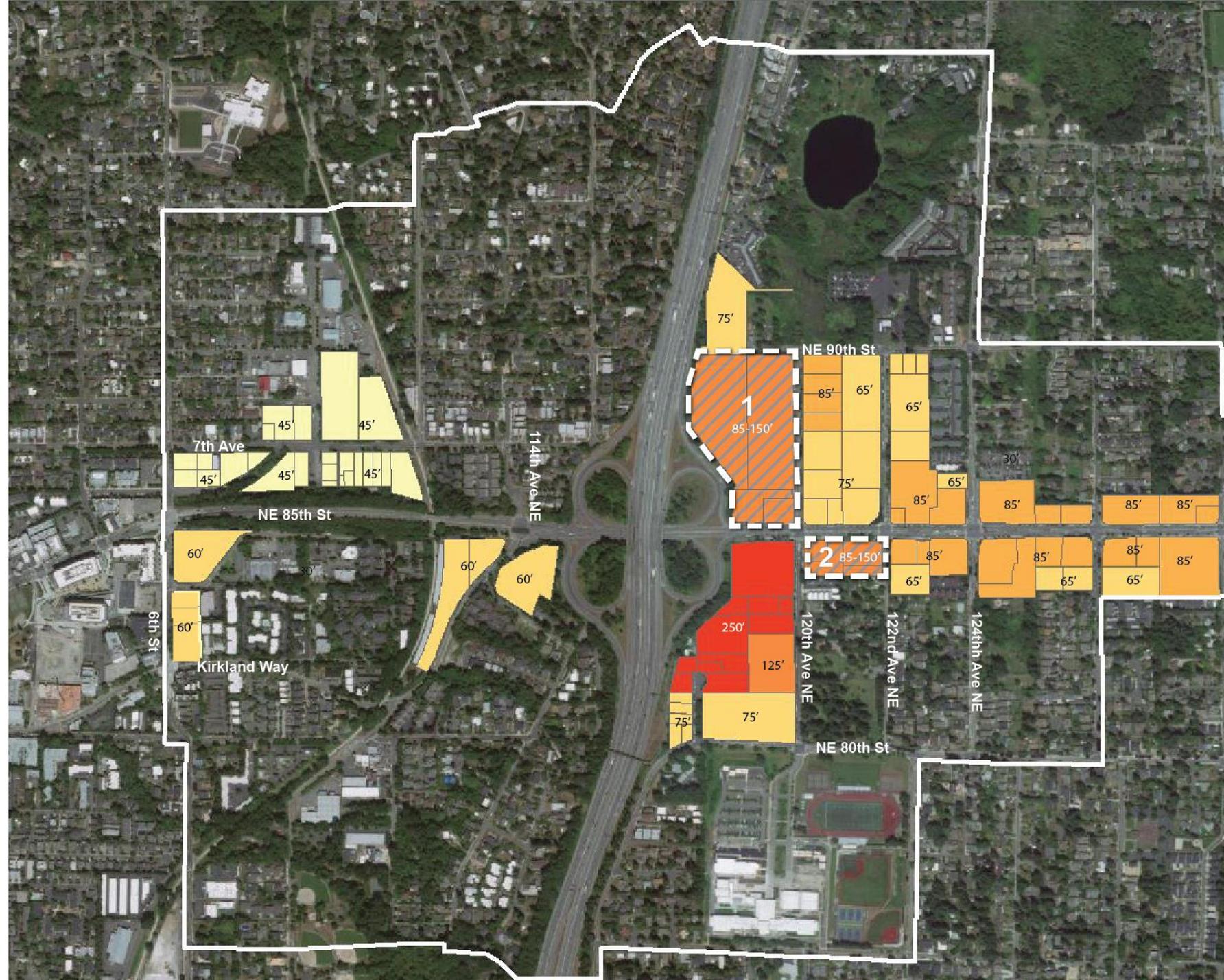
# June Alternative B Transit Connected Growth Maximum Allowable Zoning Heights

Based on the starting point of  
DSEIS Alternative 2: Guiding  
Transit-Oriented Growth

Areas shown in color would  
change existing zoning where  
needed to reflect growth  
assumptions

- up to 50'
- up to 75'
- up to 100'
- up to 150'
- up to 250'
- Option to study at 85-150' max height
- Subareas with different height options

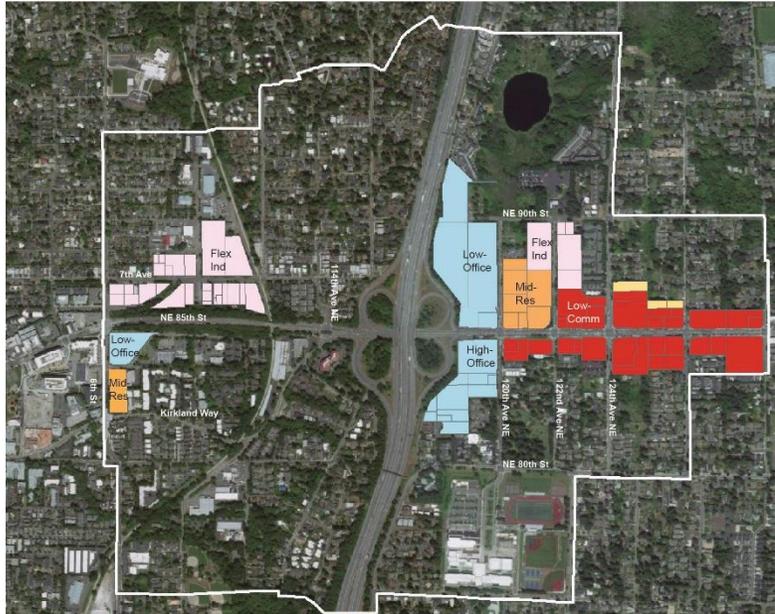
*Note: Areas not highlighted not studied as  
redeveloped.*



# June Alternatives Summary

## ALTERNATIVE A Current Trends

Reflects minor changes to existing plans **in line with recent market trends**, primarily **focused on existing commercial areas such as Rose Hill.**

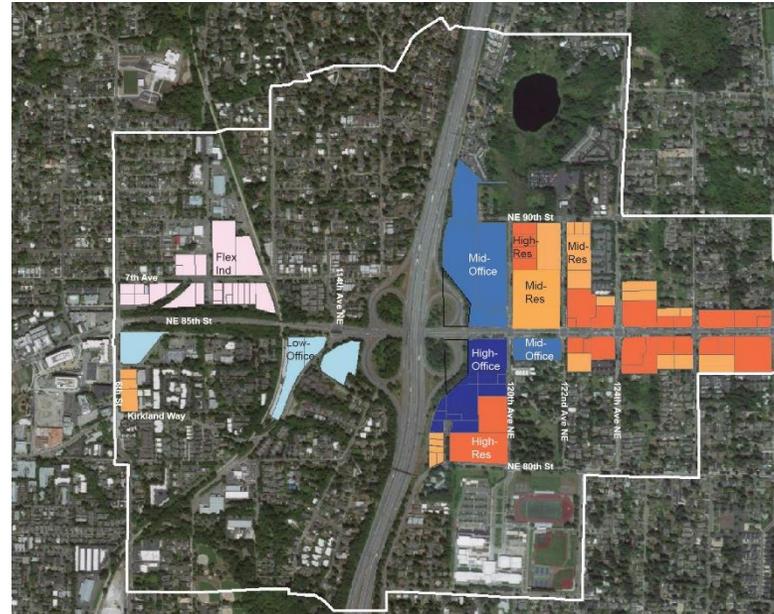


Max Allowable Heights: **67-75'**  
Typical Allowable Heights: **35'**

2044 Households: **3,669**  
2044 Jobs: **11,821**

## ALTERNATIVE B Transit-Connected Growth

Allows **moderate growth** around transit, primarily **focused on existing commercial areas such as Rose Hill.**



Max Allowable Heights: **up to 250'**  
Typical Allowable Heights: **up to 75-100'**

2044 Households: **8,003**  
2044 Jobs: **20,151**

- Low-Intensity Residential
- Mid-Intensity Residential
- High-Intensity Residential
- Low-Intensity Office
- Mid-Intensity Office
- High-Intensity Office
- Urban Flex Industrial

*Note: Areas not highlighted not studied as redeveloped.*

# Questions & Discussion—

## Questions for Commission:

- **Is the range of potential growth and mix of land uses to be analyzed sufficient to answer Commission's questions?**
- June Alternative B includes optional heights for subareas A & B to be studied with a maximum allowed height of 85' or 150'. **The project team would appreciate guidance on the appropriate heights to study for those areas.**
- June Alternative B: Transit Connected Growth proposes increased height to 45' in the areas shown as Urban Flex Industrial within the Norkirk LIT in Attachment 3. This is consistent with the goal of enabling new uses in this area that fits with a more walkable, urban character along 7<sup>th</sup> Ave while maintaining the predominantly light industrial uses. Examples of this new mix of uses could include maker spaces, co-working, and light industry with a storefront presence. **Does Commission support continued study of the potential for this option within June Alternative B?**
- DSEIS Alternatives 2 & 3 showed development in the WSDOT right-of-way (ROW) as directed by the City during the plan Initial Concepts phase. City staff recommends the excess WSDOT ROW be shown as potential parks or open space and therefore be excluded from the housing unit and jobs growth analysis at this stage, as Staff noted they are unlikely to redevelop soon due to regulatory hurdles. These parcels will remain in the final plan as potential development sites or open space. **Is this approach in line with Commission's goals for the Station Area?**